| *                 | Approved For Release 2002/08/14 : CIA-RDP83-00415R005900040001-1 |                             | 25X1A         |
|-------------------|--|-----------------------------|---------------|
| *                 | CLASSIFICATION SECRET,   |                             | 25X1          |
|                   | CENTRAL INTELLIGENCE AGENCY                                      | REPORT NO.                  |               |
|                   | INFORMATION REPORT   | CD NO.                      |               |
| COUNTRY           | Germany (Russian Zone)   | DATE DISTR                  | 3 August 1950 |
| SUBJECT           | Railroad Bridge over the Elbe River in Torgau                    | NO. OF PAGES                | 2             |
| PLACE<br>ACQUIRED | 25X1A  | NO. OF ENCLS.               | 4.*           |
| DATE OF INFO.     | 25X1X  | SUPPLEMENT TO<br>REPORT NO. | 697305        |
|                   |  |                             |               |
|                   |  |                             |               |
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|                   |  |                             |               |

- 1. A copy of a construction (rawing of the railroad bridge over the Elbe River near Torgan (N 52/E 64) is attached a
- 2. The railroad bridge is about 900 meters north of the road bridge. It begins about 800 meters east of the Torgau railroad station. The bridge was of steel truss construction and had seven 40-meter spans. The two tracks were on separate structures. After reconstruction, the northern structures of spans 1, 2, 5, and 6 were missing. The bridge had a load capacity of 20 tons axle pressure. The clearance over the river is 7 meters at mean water level. \*\*

25X1A

Comment. For photestat of construction plan see

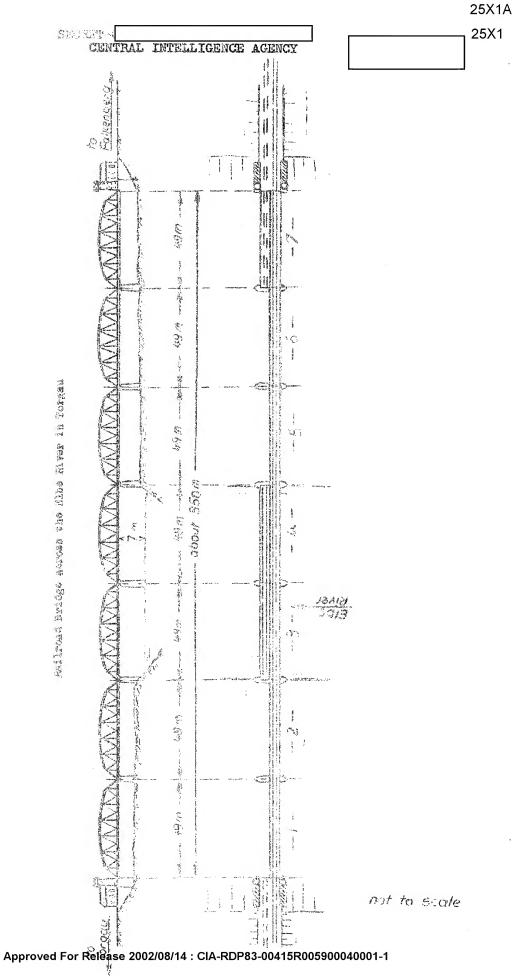
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Comment. The bridge is on the Halle - Falkenberg - Cottbus trunk line, which, since the dismantling of the second track is now single track. The line has great importance for Soviet trastit traffic to the USSE. See Annex 3. The bridge consisted of two single-track parallel spans resting on common plans. Both sections of spans I and 4, which are over the river, were blown near the end of war. See Annex 4. The bridge was reconstructed with only a single track. Spans 3 and 4 were completely replaced by the four undamand, northern structures of spans 1, 2, 5, and 6. In anticipation of an eventual reconstruction of the missing parts of the bridge will not be difficult. See Annex 2. It will be possible to salvace much building material required for the reconstruction of the four missing structures of the nor hern parallel bridge. To dats there have been no indications of intended relaying of the second track on the founk line.

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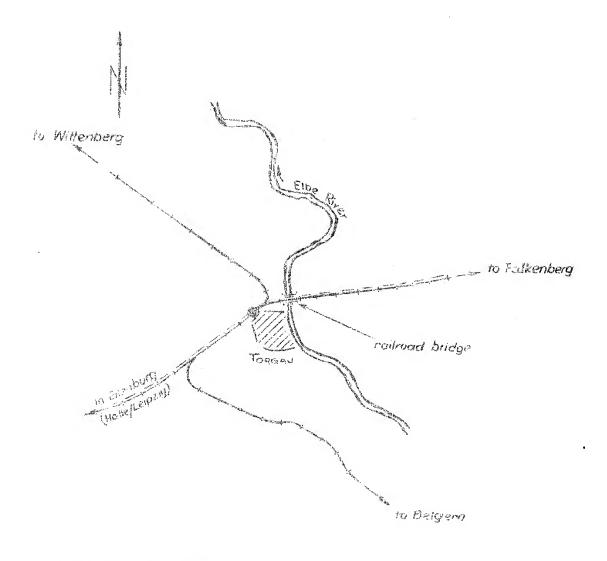
4 Annexes: 1. Elbe Bridge in Torgau (photostat)
2. Railroad Eridge across the Elbe
River in Torgau (sketch on ditto)
3. Location of the Railroad Bridge
mear Torgau (sketch on ditto)
4. Railroad Bridge across the Elbe
River near Torgau (photograph)

POLICE 25X1





Location of the Railroad Bridge near Torgau.



sligle track

Torgen railroad station

scale 1:100,000

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